scheme for control of Goitre and other Iodine deficiency disorders which is being implemented with effect from April. 1986 envisages iodisation of entire edible salt in the country in a phased manner to be completed by the year 1952.

The State/Union Territory Governments have been advised to ban sale of non-iodised salt under the Prevention of Food Auldteration Act.

Improvement of train services on Sahebgunj loop line

2519. SHRI RAMNARAYAN GOSWAMI:
SHRI SUNIL BASU RAY:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of trains running in Sahebgunj loop line:

(b) whether Government are aware that the passengers of Sahebgunj loop line are agitating for introduction of more trains. improvement of train services, timely running of trains on that line;

(c) if so, what is Government's reaction thereto; and whether more trains on that line are proposed to be introduced;

(d) if so, when and what are the details thereof; and

(e) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) 18 and 15 pairs of passengers carrying trains are running daily on Khana-Barharwa and Kiul-Barharwa sections of Sahebgunj loop, respectively. In addition, 4 such trains run on weekly/triweekly/4 days a week basis.

(b) There have been representations to this effect.

(c) to(e) Introduction of adidtional trains on this section is not feasible at present due to severe line capacity constraints. However, in regard to various improvements made, a statement is attached.

Statement

Improvement of train services on Sahibganj loop line

1. 337/338 Sealdah-Gaya Passenger bifurcated at Rampurhat to provide commuter service on Sahibganj-Rampurhat section.

2. 321/22 *which used to run* between Rampurhat-Rajgram extended upto Tibhita.

3. 57/58 Kanchenjunga Express provided stoppages at Rampurhat and Sainthia.

5. 155/156 Tinsukia Mail provided stoppage at Barharwa.

5. 331/332 Sealdah-Gaya Passenger and 33/334 Howrah-Bhagalpur Passenger bifurcasted at Azimganj in order to improve their punctuality.

6. 55/56 Mayurakshi Fast Passenger which used to run between Howrah-Sainthia extended upto Rampurhat.

Mayurakashi Express

2520. SHRI RAMNARAYAN GOSWAMI: Will the Minister of RAILWAYS: be pleased to state:

(a) whether the Mayurakshi Express is running in time daily;

(b) if not, what area the details thereof: and

(c) what is the number of days when this train reached its destination in time, during the last three months?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to(c) Mayurakshi Fast Passenger reached right time at its destination Rampurhat on 90 days and Howrah on 70 days during April, May and

June, 1988. The train ran late mostly due to miscreant acivities, agitaions and accidents, etc.

Integrated child development services in Maharashtra

£2521. SHRI PRAMOD MAHAJAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) which are the blocks under the scheme of Integrated Child Development Services pending with Government for approval from Maharashtra; **and**

(b) by when the final decision is likely to be taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) and (b) 17 Centrally-sponsored Integrated Child Development Services (ICDS) projects have been allocated to Maharashtra for the year 1988-89. Their locations have also since been finalised.

A statement showing these locations is attached.

Statement

Locations of 17 ICDS projects, allocated to Maharashtra for 1988-89

Urban projects

1 Greater Bombay-IV

2 Greater Bombay-V

3 Pimpri Chinchwad (Pune-II)

4 Akola

5 Ahmednagar

Tribal project

Sl. No.	Name of Taluk	Name of District
1	Kelapur	Yeotmal

Rural projects

Sl. No.	Name of Taluk	Name of District
1	Sheogaon	Ahmednagar
2	Karjat	Do.
3	Paithan	Aurangabad
4	Kaij	Beed
5	Amalner	Jalgaon
6	Nandgaon	Nasik
7	Yeola	Do.
8	Baramati	Pune
9	Miraj	Sangli
10	North Solapur	Solapur
11	South Solapur	Do.

Import of Diesel and Electric Locos

2522. SHRI RAMNARAYAN GOSWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the cost of diesel and electric locos manufactured in Chittaranjan Locomotive Works is less than that of the imported ones; and

(b) if so, what are the reasons for which the Railways are importing diesel and electric locos from abroad, by neglecting the Chittaranjan Locomotive Works?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The electric locomotives being imported or proposed to be imported represent "state-of-the-art" technology which is not available indigenously. These are being imported with a view to select the most suitable tpye for indigenous manufacture at CLW with technical collaboration of the foreign

£Previously Unstarred Question 2273, ransferred from the 12th August, 1988.